

GERMANS CLAIM TRIUMPH
IN GREATEST SEA FIGHT
WORLD HAS EVER KNOWN

Germany apparently was the victor in the greatest naval battle in the world's history, as far as details have been made public of the meeting of the German and British fleets off the west coast of Denmark on Wednesday afternoon. At least three British battleships, three cruisers and eight destroyers and the German battleship Pommern and two small German cruisers and a number of torpedo boats were sunk in the engagement which lasted far into the night. Great Britain admits the loss of battleships and cruisers with a tonnage of 114,810—represented by the battleships Queen Mary, Indefatigable and Invincible, and the cruiser Defence, Black Prince and Warrior. German's losses, according to the Berlin admiralty, in addition to the Pommern were the Wiesbaden and Frauenlob, small cruisers and several torpedo boats.

The Germans claim, in addition to the admitted losses of Great Britain, that the British battleship Warspite, of the largest type in the British navy, was sunk, that the battleship Marlborough was hit by a torpedo and that two cruisers of the Achilles type (the Warrior is this class) and one submarine were sent to the bottom.

Another Big Claim.
The British admiralty adds to the conceded loss by Germany two dreadnoughts of the Kaiser class—vessels of 24,700 tons—destroyed, the blowing up of one battleship, the damaging of two other vessels of this class and the ramming and sinking of a German submarine.

From advices thus far received it would appear that the greatest naval battle of history has been fought. Never before have two naval forces of such magnitude as the British and German high sea fleets engaged in combat. But apparently the battle was not fought out to a point to determine mastery of the seas, for the losses, serious as they are reported to have been, will not vitally impair the strength of either fleet.

The scene of battle was in the eastern waters of the North sea. It is probable that the German fleet was on one of the excursions into the North sea which it has taken from time to time during the war and met, whether or not by design, with the British fleet.

Off Coast of Denmark.
Skagerrack is an arm of the North sea between Norway and Denmark. The point referred to in the official German statement as Horn Riff probably is the reef off the Horn, on the southwestern extremity of Denmark. This would indicate that the battle was fought off the coast of Denmark. From the reef to Heligoland, the main German naval base in the North sea, is about 100 miles.

News of the engagement was held back by the British authorities, possibly pending the return home of the fleet, and the first word received of the battle came by wireless from Berlin.

The loss of life in the engagement must have been extremely heavy. The battleship Indefatigable, for instance, from which the German admiralty reports only two men were saved, probably had more than 900 men on board, and others of the vessels sunk carried complements of men nearly as large.

Previous to this battle Great Britain had lost during the war ten battleships, 11 cruisers and various smaller craft. Germany has lost 18 cruisers, 19 auxiliary cruisers, chiefly converted passenger liners and numerous smaller vessels.

Since the beginning of the war British cruisers and destroyers have patrolled during day and night the approaches to the German fleet's base in the bay formed by the mouths of the Elbe and the Weser, protected by the mighty fortification of Wilhelmshaven on the south, on the north by the supposedly impregnable defenses of the Kiel canal and guarded by the outlying island of Heligoland.

A Secret Rendezvous.
Until this engagement, however, no German fleet has put forth in force to necessitate the giving of the alarm to the British main fleet that its foe was coming out to give battle. The rendezvous of the British battle fleet has been a secret, but is generally believed to have been in the Orkney islands north of Scotland. The long months of watchful waiting by the British, however, were broken into by two naval engagements in which comparatively small squadrons of German warships were involved, and in both of which the British were victorious. On August 8, 1914, Admiral Sir David Beatty on his flagship, the battleship Lion, led his squadron in a daring dash into the Bight of Heligoland. In an engagement almost under the guns of this great fortress three German armored cruisers and two destroyers were sunk with a loss of 2,500 men.

On January 24, 1915, a German

squadron attempted a raid on the British coast, encountered Admiral Beatty off the Dogger banks and in a running fight the German cruiser Buecher was sunk and two of her sister ships set on fire. Several raids have been made by German naval detachments on the British coast in which Yarmouth, Scarborough, Whitby, Hartlepool and Lowestoft have been bombarded. The last of these raids was made April 26, last, on which occasion, according to the German claim, a British destroyer and two scout ships were sunk.

Submarine Losses Heavy.
The most serious losses to the British fleet hitherto have been through the operations of German submarines and by means of mines. Such an instance occurred September 22, 1914, when the British cruisers Hogue, Cressy and Aboukir were torpedoed within an hour by the German submarine U-9.

The German navy, however, performed brilliant feats in regions far distant from Europe, its most notable victory being in the battle off Coronel, Chile, early in the war, when the German Far Eastern squadron, attempting to reach home waters, encountered a British fleet under Admiral Cradock. In the battle the Germans sent the British cruisers Good Hope and Monmouth to the bottom with all hands. A month later a powerful British squadron met the victorious Germans off the Falklands and of the five German cruisers in the squadron, four—the Scharnhorst, the Gneisenau, the Nuremberg and the Leipzig—were sent to the bottom. The fifth, the Dresden, escaped, but was caught later and destroyed.

The British dreadnought Warspite, reported destroyed in the North sea engagement, is a sister ship of the prominent part in the attempt to force Queen Elizabeth, which played a prominent part in the attempt to force the Dardanelles. The Warspite was 650 feet long and displaced 27,500 tons. She was built at Devonport in 1914 at an estimated cost of \$12,500,000. The Warspite is reported to have carried eight 16-inch guns in place of the 15-inch guns carried by the Queen Elizabeth. She also was equipped with 12 or 16 six-inch guns, 12 four-inch guns and four three-pounders and was fitted with four 21-inch torpedo tubes. Her complement was 750.

The Queen Mary and Indefatigable were battleships of 27,000 and 18,750 tons displacement, respectively. The Queen Mary was 720 feet long, 87 feet beam and drew 30 feet of water. The Queen Mary was completed in 1913. She carried eight 13.5-inch guns, 16 four-inch guns and was equipped with three 21-inch torpedo tubes. The Indefatigable was 578 feet long, 79 1-2 feet beam and 27 3-4 feet deep. This battleship was equipped with eight 12-inch guns, 16 six-inch guns and had three 21-inch torpedo tubes. The Queen Mary and the Indefatigable carried complements of between 900 and 950. The Queen Mary cost about \$10,000,000, while the Indefatigable cost nearly \$8,000,000.

The Invincible, a battleship, was laid down in 1907. She displaced 17,250 tons, was 562 feet long over all, 78 feet beam and 26 feet deep. Her normal complement was 731. She was armed with eight 12-inch guns, 16 four-inch guns and three torpedo tubes. The Invincible took part in the naval engagement off the Falkland islands in December, 1914, in which the German Pacific squadron, after defeating a British squadron off the Chilean coast, was destroyed.

The Defense was built in 1907, displaced 14,600 tons and ordinarily carried 755 men. Her length was 525 feet, her beam 74 feet and her maximum draught 28 feet. She was armed with four 9.2-inch and ten 7.5-inch guns, 16 12-pounders and five torpedo tubes.

The Black Prince was built in 1904, displaced 13,500 tons and carried 704 men. She was 480 feet long and 75 feet of beam. Her armament was six 9.2-inch and ten six-inch guns, 20 three-pounders and three torpedo tubes.

The Warrior displaced 13,660 tons and was 480 feet long. Her complement was 704. She carried six 9.2-inch and four 7.5-inch guns, 24 three-pounders and three torpedo tubes.

The British dreadnought Marlborough was of the Iron Duke class. She was built at Devonport in 1914, displaced 25,000 tons, was 620 feet long, 89 1-2 feet beam and 27 feet deep. She carried ten 13.5-inch guns, 12 six-inch guns and a number of smaller arms. She also was equipped with four submerged torpedo tubes.

The German battleship Pommern, which was sunk by a British torpedo, displaced 12,997 tons. She was 398 feet long, 72 feet beam and 25 feet deep. The Pommern was built in 1907 at a cost of about \$6,000,000. She carried 729 officers and men. Her

armament consisted of four 11-inch guns, 14 6.7-inch guns, a number of pieces of smaller calibre and six 17.7-inch torpedo tubes.

The Frauenlob was a small German cruiser displacing 2,715 tons.

The German battleships Derfflinger and Lutzow, one of which the British officially announced tonight was blown up, are vessels of the same class. Each ship displaces 26,600 tons, is 689 feet long, 95 feet beam, with a draught of 27 1-2 feet. The Derfflinger was completed in July, 1914, and the Lutzow a year later. The ships carried eight 12-inch guns, 12 six-inch guns and 12 24-pounders. They also were equipped with four torpedo tubes each.

The Derfflinger once before was reported by the British as sunk when she participated in an engagement in the North sea on January 24, 1915. A later report said that she had been badly damaged in the fight and was drydocked at Hamburg for repairs.

The German cruiser Wiesbaden, mentioned in the German official announcement as having been sunk, is not listed in the naval annals.

EIGHTEEN VESSELS SUNK
ACCORDING TO BRITISH.

London, June 4.—The British admiralty tonight issued a statement saying there was the strongest grounds for the belief that the British navy in the battle with the Germans off Jutland last week had accounted for a total of 18 German men-of-war and that there was nothing to add to or subtract from the original announcement of the British losses.

The statement gave the German losses as two battleships, two dreadnought battleships, four light cruisers, nine torpedo boat destroyers and a submarine.

The pessimism which prevailed as a result of the admiralty's original statement of losses, which now is considered to have been needlessly candid and conservative in underestimating the extent of the German losses as compared with those of Great Britain has been greatly lessened by the latest statement.

A dispatch from Copenhagen says rumors are current in Hamburg that two additional German warships than those announced in the German communication—the battleship Westfalen and the battleship Lutzow—were sunk in the battle. A wireless dispatch received here Saturday from Berlin said the German admiralty admitted the loss of the Westfalen.

The admiralty statement tonight declares that the German losses in the fight were not only relatively but absolutely greater than those of the British. Maintaining its practice of caution, the admiralty still refrains from giving the names of the lost German ships.

The official list of the casualties among officers shows that hardly a single officer of the line escaped from the British cruisers sunk in the battle. An additional casualty list of petty officers shows that 43 of them were saved from the Queen Mary, Invincible, Fortune, Arden and Shark. None was saved from the Indefatigable, Defense, Black Prince, Tipperary, Turbulent, Nomad or Nestor.

The list gives the names of 65 men killed aboard the Warrior and of 27 men wounded. On the other ships engaged in the fight 115 men were killed and 85 wounded.

THE BEST SHOW.

A politician trying to find out Ole Olson's politics, asked: "What do you think, Ole, of Wilson's running again for president?"

"Ay tank Wilson bane gude president. Ay tank he be elected."

"Well, what do you think of Roosevelt's running for a third term?"

"Ay tank Roosevelt bane gude president. Ay tank he be elected."

"But who," asked the politician, "do you think has the best show?"

"Ay tank Ringling Brothers."—Cincinnati Enquirer.

NOT SUCH BAD NEWS, EH?

Short skirts will continue to be worn next fall, according to a report of the style committee of the National Cloak, Suit and Skirt Manufacturers' association, adopted Saturday at the annual convention at Cincinnati. The report says the short skirt's "smartness and youthful appearance makes it popular with the men as well as with the women. Well, we should say so."—Houston Post.

During the last year 79,281,735 short tons of sand and gravel, having a value of \$23,846,999, were dug out in the United States.

The death rate of persons under 45 is decreasing; of those over 45 it is increasing?

ONE COTTON MILL
YEAR DUKE PLAN

Millionaire Head of the Southern Power Company Willing to Cooperate to This End—Must Be Located on the Interurban.

"One cotton mill unit a year" is the plan and purpose of Mr. James B. Duke and associates for this territory according to well authenticated statements emanating from sources thoroughly reliable.

By the term "unit" is meant the mill proper, the mill village and then all the adjuncts that go along to constitute a complete plant for the production of textile products. Some of the units are large while the others are comparatively small, although all of them are relatively large when compared with the majority of mills in this section.

By the term "association" it is not meant that Mr. Duke must have Messrs. W. S. Lee, C. I. Burkholder, E. C. Marshall, Z. V. Taylor or E. Thomson in the company, but that any cotton mill men who have the reputation of being good manufacturers, who are willing to go into the proposition with their money and time and who can show their ability to deliver the goods, will be financially "backed" to the limit in any textile enterprise that holds forth the promise of safe and satisfactory returns.

There is only one condition precedent to the enterprise and that is that the mill must be located somewhere on the Piedmont & Northern line.

It is not necessary to require that motive power shall be procured from the Southern Power system for that will be dictated by good business judgment and sense. The vast majority of mills are now being "carried" by the hydroelectric system. Indeed, Mr. Duke has been quoted as declaring that after this summer that cotton mill in this section which shows smoke escaping from its smokestack is an evidence of extravagant operation in view of the fact secondary power will be available at prices that will put coal out of the question as a competitor.

Textile Center.

Just the significance of this latest plan of Mr. Duke is one hard to grasp at first blush. It means more than more that this section is to become in fact as well as in name the center of the textile interests of the south and maybe of the nation. There are mills now going up with surprising rapidity and this means that the number will be augmented. For some time past, it has been the exception when a new cotton mill was not announced for Gaston county every week or two. This prevalence of mills is to be extended to Mecklenburg and other counties within the zone of Interurban activity.

The Southern Power-Duke interests today control a surprising number of cotton mills and there are scores and scores of others in which they are largely interested. It is good business for them to maintain these interests and also to cultivate others for they reap the benefits at so many turns. For instance, the Southern Power sells the current that runs the mills. The Interurban brings in the raw material and then after the raw material has been spun into yarn or woven into cloth hauls the bales of manufactured product to the markets of the world; the increase in population provides more folks to ride on the trolley system and to consume power and the gradual filling in of towns augments the commercial zone which in turn reacts in behalf of the power company as well as the electric railroad. There are so many phases to the general situation that the aggregate makes it one of great advantage to the power company.

Is Good Business.

Mr. Duke's idea of one cotton mill a year is based upon the best business sense imaginable. Over and above all it is developing the territory which will redound to general advantages to all parties. It is furthermore to be remembered that enterprises in which Mr. Duke joins hands are conducted on the very best and most up-to-date methods. He is the great apostle of efficiency, of utilization of every ounce of effort and service and those mills in which he launches must be up-to-date and improved. His enterprises are therefore models of their kind.

Those who are following the textile development of this territory, must bear in mind Mr. Duke's slogan, "One cotton mill a year" in their calculations of future growth. He has numerous other plans for development which are yet embryonic but they will transpire in due season.

Six million miles on the Atlantic highway without shipwreck is the record of Howard Ernest Hinsley, purser of the American liner St. Louis. He crossed the Atlantic 2,000 times.

Prof. Robert Grimshaw, of New York university, was for twenty years an efficiency expert in Germany.

A new gasoline engine uses only one twentieth of a drop of fuel at a charge.

GEORGE W. TIDWELL
NOW SERVING SENTENCE

Was Convicted of Manslaughter and Given Seven Years for Killing R. Emmet Walker in Greenville in 1914. Gives Out Statement.

George W. Tidwell, convicted from Greenville county for the killing on March 12, 1914, of R. Emmet Walker and given seven years in the state penitentiary, arrived in Columbia May 10 from Greenville and commenced his period of servitude in the State prison.

After he was convicted at Greenville Tidwell was let out of prison on bond pending an appeal to the supreme court. The convicted man said that he went to Alabama and was engaged in special edition work on an Alabama newspaper for the purpose of raising funds to take his case into the higher courts. He said today that he notified his bondsmen where he was at that time.

Later Tidwell was arrested for alleged violation of the Mann "White Slave" act and tried in Pensacola, Fla. He was cleared by the jury. A letter from L. W. Nelson, an attorney of Pensacola, in Tidwell's possession, says that there was no case against him and also spoke of the high regard the court officials and citizens of Pensacola generally felt for Tidwell. Following his release by the federal authorities, Tidwell gave himself up to the sheriff's office, informing the Florida officials that he was ready to be sent back to South Carolina without requisition papers.

Gave Himself Up.

Tidwell says that after he left the federal court he was going to the sheriff's office and passed a police captain and two privates on the street. He spoke to them and they returned the salutation, evidently not knowing him, for they had instructions from South Carolina to arrest him on sight. Shortly afterwards the policemen, said Tidwell, was stopped by a citizen who evidently informed them of the identity of the pedestrian they had just passed. Tidwell said that they turned in their tracks and came on after him. Tidwell quickened his pace and beat them to the sheriff's office. He said that when he arrived at the court house, a deputy sheriff was in the office and he surrendered.

About this time, Tidwell recounted, the policeman showed up and the captain said, "Tidwell, you are wanted in South Carolina; therefore, I arrest you."

"Sorry captain, that I cannot accommodate you," replied Tidwell but I have just surrendered to the sheriff."

Tidwell, who is 54 years of age, seems to bear up well under his misfortunes, but, judging from photographs of himself that he has in his possession, he has aged considerably within the past eighteen months. Now he is a man of rather distinguished appearance, with almost snow white hair and mustache. He has a florid complexion and weighs about 180 pounds. Formally he was much heavier. He stated this morning that he was commencing his sentence and expected to abide by all the rules and regulations of the state prison, and that he did not regret what he did in the past. He seems to regard himself as the avenger of his family's wrongs.

Tidwell tells an amusing story about his personal appearance. He said that while Taft was president Tidwell was in Augusta. At that time he was much heavier than he now is and then also wore a mustache. His appearance was so much like that of the then president, who frequently visited Augusta, said Tidwell, that people followed him on the street, thinking he was Taft. One day, stated Tidwell, a crowd followed him into the Albion hotel, so he slipped out the back way and had his mustache shaved off to save himself further embarrassment.

The following statement was handed to the newspaper men by George W. Tidwell:

Headlines will no doubt appear in the newspapers all over the State saying "Old Man Tidwell at last behind the walls of the State prison." All the scandal of this unfortunate affair will be spread as a feast before the devouring public to the detriment of my family and myself.

"Never has there been an editorial written or a local story printed in the papers of the State showing why George W. Tidwell is a convict in the State prison today. Have the 'good people' of the State had facts? Those men who love their mothers, wives, sisters or daughters even as they love their God, have they ever been asked, as man to man what would you do under similar circumstances? How many would stand in G. W. Tidwell's shoes today for the same cause?"

"If I were a felon, if I had robbed you of your valuables or your family of its chastity, I would hang my head in shame and disgrace and never look an honest man or woman in the face again. What is honor? Have the

good old days of our forefathers passed when a man's duties to his family and loyalty to them come first? I am here today convicted according to the laws of South Carolina and sentenced to serve a seven year term in the state prison. No man ever entered the walls with a greater determination to abide by the rules and regulations of the institution. I am no outlaw and I don't feel like a criminal, and when I put on the stripes I look upon it as an honor rather than a disgrace to wear them; because I was man enough and had the moral courage to walk out in the open and raise my hand when my home had been desecrated and my heart lay torn and bleeding.

"Would to God there were more men who had this moral courage. A man who is not loyal to his family is not loyal to his country. But the laws of this state do not sustain a man in avenging wrongs where his home has been destroyed. Therefore I must suffer the penalty.

"Seven years is equivalent to a lifetime for a man of my age, as I am now fifty-four years old. For over fifty-two years I lived a life beyond reproach, and no man could show a cleaner record. People say, 'Life is what you make it,' but in my case it is what others have made it for me. God knows how soon some other good citizen may have the same bitter cup placed him. No man can place himself beyond it when it comes, and be a man. God protect the innocent women and the young girls from the hands of the seducer. The seducer is far more dangerous in a community than the negro ravisher upon the highway. He enters your home, takes advantage of your hospitality and confidence, and under the cloak of friendship robs your home of its richest jewels and fairest flowers and leaves you an exile from society, a ruined home and a broken heart.

"Where is the man who with a gun in one hand and a rope in the other, would not go forth at midnight to seek a ravisher who had desecrated the home of a neighbor? Yet, where is he who raises his voice to assist the man who defends his home from the seducer? Yet the seducer is the curse of the nation.

"I have troubles enough of my own, but I say to you, I would shed the last drop of my heart's blood upon the streets today to protect one pure girl from the hands of a seducer, and as long as God lets me live I will stand for the same moral principle.

"If the good people of South Carolina can see me suffer I can stay here and fight it out and I want the world to know I am not ashamed to be here and to wear the stripes for the cause. I would be glad to see some of the good men and the good women, too, who have daughters to raise, and I don't believe they will find me the bad man I have been pictured to be, because I have protected my home."

EX-OFFICIO.

In a recent examination paper for a boy clerk's post was this question: "If the president and all the members of the cabinet should die, who would officiate?"

Robert, a boy of 14, thought for a time, trying in vain to recall who came next in succession. At last a happy inspiration came to him, and he answered: "The undertaker."—New York Journal.

A SACRIFICE.

"Did you hear about the defacement of Mr. Skinner's tombstone?" asked Mr. Brown a few days after the funeral of that eminent captain of industry.

"No; what was it?" inquired his neighbor curiously.

"Some one added the word 'friends' to the epitaph."

"What was the epitaph?"

"He did his best."—Philadelphia Public Ledger.

MERCIFUL DISPENSATION.

A guest called upon to return thanks for the distinguished strangers at a public dinner said:

"This is quite unexpected; in fact, when I came into this room I felt much like Daniel in the lions' den. When Daniel got into that place and looked around he thought to himself, 'Whoever's got to do the after-dinner speaking, it won't be me!'"—Seattle Times.

An African frog sounds a call under water that can be heard for long distances.

Baboons are said to have a remarkable instinct for locating water, and are used for that purpose in Africa.